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FROM:

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FOR YOUR

	TO	INITIALS	DATE	SIGNATURE	INFORMATION	COMMENTS	CONCURRENCE	APPROVAL	ACTION	SEE REMARKS BELOW	FILE	RETURN	SEE ME
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ASST FOR ADMIN	4*												
ASST FOR P&D	5	E	2/27/77										
CH/CSD													
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## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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## COURIER CHANNELS ONLY

PRECEDENCE	TYPE MSG (Check) BOOK <input type="checkbox"/> MULTI <input checked="" type="checkbox"/> SINGLE <input type="checkbox"/>	ACCOUNTING SYMBOL AF	ORIG OR REFERS TO X	CLASSIFICATION OF REFERENCE
ACTION INFO				

FROM:

AFSSO, FTD

TO:

AFSSO, USAF  
AFSSO, DIA PROD CENTER  
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INFO:

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IS A

CONTROL SYSTEMS JOINTLY/HANDLE VIA COURIER CHANNELS ONLY/

FROM: SP-0127-63. SSOS PASS TO TCOS. EXCLUSIVE FOR  
TRIG OFFICERS. USAF FOR AFNIEBA, ATTN: [REDACTED]

SUBJECT: POSSIBLE NEW HIGH ALTITUDE AIRCRAFT. THIS  
MESSAGE IN TEN PARTS. PART I. ON 15 JUNE 1962, FTD  
RECEIVED [REDACTED] DATA INDICATING THE EXISTENCE OF A  
NEW, PREVIOUSLY UNOBSERVED AIRCRAFT, DESIGNATED "RV" AND  
WHICH WAS POWERED BY MORE THAN ONE TURBOJET ENGINE, PRO-  
VIDING A COMBINED FUEL FLOW EQUIVALENT TO FOUR TYPE 31  
ENGINES. ANALYSIS RESULTS AND DERIVED CONCLUSIONS WERE  
REPORTED IN FTD TECH BRIEF "EVIDENCE OF A SOVIET <sup>FOUR</sup> ENGINE HIGH

SPECIAL INSTRUCTIONS

CY 4 of 6 CYS

DATE	TIME
15 MAR	62
MONTH	YEAR

25X1

DD FORM 173

REPLACES DD FORM 173, 1 OCT. 60, WHICH WILL BE USED UNTIL EXHAUSTED

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ALTITUDE RECONNAISSANCE AIRCRAFT" DATED 24 JULY 1962,

CONTROL NR. [ ] FORWARDED TO [ ]

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ON 20 AUG 1962.

PART II. DURING THE PERIOD 10-12 SEP 62, FLIGHT ACTIVITY INDICATIVE OF AN UNUSUALLY CONFIGURED SUBSONIC, HIGH ALTITUDE AIRCRAFT ACTING AS A TARGET FOR PRACTICE INTERCEPTS BY FIGHTERS, TOOK PLACE IN THE VICINITY OF MOZDOK

(4347N4436E), ARMAVIR (4459N4107E) AND SAMTREDIA (4209N4221E). THE FTD EVALUATION OF THIS ACTIVITY WAS REPORTED IN TD-ECC TECH BRIEF DATED 19 SEP 62 AND FTD WEEKLY AEROSPACE SYSTEMS REPORT #192 DATED 21 SEP 62, PART III, ITEM A-1.

PART III. DURING A PERIOD FROM MAY 1962 THROUGH LATE 1962, CONSIDERABLE INTEREST WAS SHOWN BY PERSONNEL OF SOVIET AIRFRAME PLANT 31 IN THE FLIGHT TESTS OF A NEW AERODYNAMIC VEHICLE IN THE VICINITY OF ASTRAKHAN (4620N4801E).

PART IV. ALL OF THESE ACTIVITIES TOOK PLACE IN AN AREA BOUNDED BY MOZDOK, ARMAVIR, SAMTREDIA AND ASTRAKHAN AND INDICATED THAT RUFF MISSIONS MIGHT REVEAL THE VEHICLE OR VEHICLES INVOLVED. A WORK REQUEST WAS INITIATED ON 29 NOV 62 TO REVIEW THE RUFF MISSION DATA PERTINENT TO THIS AREA AND TIME PERIODS. THIS RESULTED IN THE DETECTION OF A LARGE AIRCRAFT ON A REMOTE PARKING RAMP AT

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ASTRAKHAN NW (4625N4758E), ON [REDACTED]

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[REDACTED] BLURRED PHOTOGRAPHY PREVENTED DIMENSIONAL ANALYSIS OR IDENTIFICATION OF THE AIRCRAFT BUT IT DID APPEAR TO HAVE A STRAIGHT WING. [REDACTED]

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[REDACTED] ALSO REVEALED THE PRESENCE OF THE AIRCRAFT BUT AGAIN DIMENSIONAL ANALYSIS WAS NOT POSSIBLE. [REDACTED]

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[REDACTED] PROVIDED PHOTOGRAPHY WHICH PERMITTED TENTATIVE DIMENSIONAL ANALYSIS AND INDICATION OF THE CONFIGURATION. THE P.I. REPORT FOLLOWS: PHOTO ANALYSIS INDICATES AIRCRAFT LARGE, STRAIGHT WING TYPE. FOUR POSSIBLE ENGINES, VISIBLE WING MOUNTED. OUTBOARD ENGINES APPEAR TO BE MORE THAN HALFWAY OUT WING LENGTH. APPROXIMATE DIMENSIONS: SPAN 140 FT., LENGTH 135 FT., NOSE TO WING LEADING EDGE 50 FT., WING ROOT CHORD 30 FT., HORIZONTAL STABILIZER SPAN 45 FT., HORIZONTAL STABILIZER ROOT CHORD [REDACTED] CENTER LINE TO OUTBOARD ENGINE 55 FT., CENTER LINE TO INBOARD ENGINE 30 FT. HALATION DEGRADES ACCURACY OF DIMENSIONS; HOWEVER, AIRCRAFT STILL DOES NOT MATCH WELL WITH ANY PREVIOUSLY KNOWN SOVIET TYPES.

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PART V. THE SMALL SCALE OF THE PHOTOGRAPH AND THE LARGE AMOUNT OF HALATION SEVERELY RESTRICT THE VALIDITY OF PHOTO INTERPRETATION RESULTS. DETAILS SUCH AS ENGINE NACELLES AND TAILPLANE SHAPE SHOULD BE CONSIDERED AS IMPRESSIONS RATHER THAN HARD FACT. THEREFORE, CONCLUSIONS

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AS TO THE AIRCRAFT'S ROLE AND CHARACTERISTICS ARE LARGELY SURMISES BUT ARE PRESENTED HEREIN FOR CONSIDERATION.

PART VI. THE LARGE, STRAIGHT WING WITH AN AREA ON THE ORDER OF 2500 SQ. FT. AND NOMINALLY, THOUGH NOT EXCEEDING, HIGH ASPECT RATIO OF ABOUT 7.5 CAN APPLY TO SEVERAL DIFFERENT DESIGN CONSIDERATIONS. IN ONE CASE, SUCH A WING WOULD BE DESIRABLE FOR A SLOW FLYING AIRCRAFT DESIGNED TO LIFT A VERY HEAVY LOAD OFF THE GROUND WITH REASONABLE TAKEOFF DISTANCES, CRUISE AT ONLY NOMINAL ALTITUDES AT SLOW SPEEDS, AND LAND WITH A HEAVY LOAD. A SECOND APPLICATION WOULD BE FOR AN AIRCRAFT TO FLY AT HIGH ALTITUDES AT SUBSONIC SPEEDS. A VERY LOW WING LOADING AND HIGH ASPECT RATIO WOULD BE THE MOST DESIRABLE COMBINATION FOR SUCH A VEHICLE. STRUCTURAL PROBLEMS AND A DESIRE FOR SLIGHTLY GREATER SPEEDS COULD DICTATE A COMPROMISE, RESULTING IN ONLY A MODERATELY HIGH ASPECT RATIO FOR SUCH AN AIRCRAFT.

PART VII. CONSIDERING THE FIRST CONCEPT, THAT OF A HEAVY VEHICLE, THE OBVIOUS IMPLICATION IS THAT OF A FIRST GENERATION, NUCLEAR POWERED AIRCRAFT. A CONFIGURATION OF THIS TYPE WOULD PRESENT THE MINIMUM PROPULSION SYSTEM REQUIREMENTS FOR A GIVEN WEIGHT. IT IS PROBABLE THAT THE VEHICLE WOULD BE FLIGHT TESTED FOR SOME TIME, USING CHEMICAL FUEL, PRIOR TO INTEGRATION OF THE NUCLEAR

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PROPULSION SYSTEM. THIS COULD BE ACCOMPLISHED AT ANY BASE CAPABLE OF HANDLING AN AIRCRAFT IN THE 300,000 TO 400,000 POUND WEIGHT CATEGORY.

PART VIII. THE SECOND CONCEPT, THAT OF A LARGE, HIGH ALTITUDE SUBSONIC VEHICLE WITH LOW WING LOADINGS APPEARS TO BE A LITTLE MORE LIKELY POSSIBILITY, WHEN THE COINCIDENCE OF THE INFORMATION IN PARTS I THROUGH III ARE CONSIDERED. AN ALTITUDE OF 65,600 FT AND SPEED OF 432 KNOTS WERE REPORTED IN THE FLIGHT ACTIVITY ON 10 SEP 62. ALTITUDES DERIVED FROM THE 12 SEP ACTIVITY RANGED FROM 32,800 FT TO 65,600 FT, AND ~~FUEL CONSUMPTION DATA WERE~~ ~~INDICATIVE OF FOUR TYPE 31 ENGINES.~~ <sup>WEK</sup> REFERENCES TO "UNUSUAL ENGINE ARRANGEMENT" OBTAINED DURING THIS ACTIVITY AS WELL AS THOSE TO "A LARGE WING" COULD CERTAINLY APPLY TO THE VEHICLE PHOTOGRAPHED, SINCE LOCATION OF ENGINES SO FAR OUTBOARD IS RATHER UNUSUAL.

PART IX. THE POSSIBILITY THAT THE AIRCRAFT COULD BE NOTHING MORE THAN A BULL, CAMP, CAT, CUB OR COOT HAS BEEN CONSIDERED. PHOTO ANALYSIS RESULTS COMBINED WITH EXAMINATION OF TRANSPORT ACTIVITY MAKE SUCH A POSSIBILITY RATHER REMOTE.

PART X. FURTHER ANALYSIS OF THE CONFIGURATION OBTAINED ~~OBTAINED~~ FROM PRESENT PHOTOGRAPHY WOULD BE RATHER

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STRICTION

**JOINT MESSAGEFORM - CONFIRMATION SHEET**

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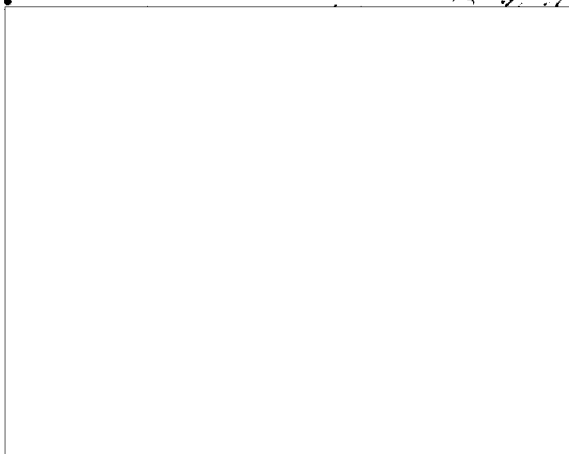
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FRUITLESS; HOWEVER, ACTION IS BEING TAKEN TO OBTAIN  
ADDITIONAL PHOTO COVERAGE OF THIS VEHICLE.

COORDINATION:



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